BI-MONTHLY HIGH LEVEL SAFETY AUDIT INSPECTION OF MUGR – BDCR SECTION OF SC DIVISION BY HQrs. HIGH LEVEL SAFETY AUDIT TEAM ON 5th JUNE 2025.





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Bi-Monthly High Level Safety Audit inspection of MUGR – BDCR Section of SC Division by HQrs. High Level Safety Audit Team on 5th June 2025.

No. Safety.195/2025/SA-3/SC Div./MUGR-BDCR. Date : 14.07.2025.

S. No.	Observations	Action By
1	**MANUGURU (MUGR) Station:**	
1.01	Interacted with CSP (KCHP) siding officials and the following items are discussed. a) To ensure safety while loading and unloading. b) Not to damage the Wagons in the process of loading/unloading. c) To ensure proper loading pattern and to avoid over loading. d) To provide CCTV cameras at all Loading/Unloading locations. e) To maintain the assets (track and points & crossings) in their siding lines as per the railway standards and to keep records. f) To attend all the deficiencies noticed by the railway officials during the inspection. g) To ensure that siding staff / outsourced staff are properly trained in track maintenance, points & crossings, clamping & padlocking of points, loading / unloading etc. and to maintain record to this effect. Siding officials have assured that all steps will be taken to avoid damage to the wagons and to ensure safe operation of trains. Above items may be monitored regularly by concerned divisional officials. During the discussion they have represented that due to floor damages in the wagons they are facing difficulty in loading the coal as considerable time is being consumed in attending the wagons before loading and requested for supply of rakes without any damaged wagons. This aspect may be looked into.	PCCM PCOM DRM/SC
1.02	As per SWR, two manned NI LC gates are located between MUGR and CSP yard and telephone communication is provided between LC gates and this station. Voice logger system is not provided stating that these LC gates are located in siding lines. Voice logger system to be provided at the earliest. These gates are normally closed to road traffic as per SWR. But on enquiry with the station staff and Gate man it is understood they are being kept open to Road traffic. This is in violation of SWR.	PCOM DRM/SC
1.03	Rusty rail caps are not available though mentioned in the SWR, Appendix-E. Same may be provided. In the Hindi SWR also, Appendix-E is available in English only instead of Hindi.	DRM/SC
1.04	Perused Weather Warning Message Register and found messages from SCOR are not recorded properly. It shall be maintained properly. On duty SM was counselled in this regard.	DRM/SC
1.05	Goods Loop 2 (with six BOXN Empties) is suspended from 28.05.2025, both sides points were set against the occupied line and locked. Remarks of Line under Suspension are not recorded in TSR and Station Diary while handing and taking over charge.	DRM/SC
1.06	Perused caution order acknowledgment register. For mail/express trains, caution order acknowledgment is being obtained in CO itself in station copy. For goods trains ruled book is maintained in which acknowledgment is being taken. This practice may be reviewed.	DRM/SC
1.07	The shunting instructions on T/806 dated 06.05.2025 for splitting long haul train are not clear and vague. The instructions given to the crew shall always be clearly understandable.	DRM/SC
1.08	Gradation for period ending 31.12.2024 for SM Shri. Manoj Kumar Singh was Pending.	DRM/SC
1.09	The Topic for safety meeting for the month of MAY 2025 is "Precautions to prevent Fire Accidents" and the content in the meeting discussed was *Action*	DRM/SC

	to be taken in case of fire accident. Meeting has to focus on preventive measures rather than action to be taken after fire accident.	DRM/SC
1.10	Perused the record of checking the emergency telephone numbers. It is observed that Area hospital number is not checked regularly. It shall be ensured that all the important emergency numbers shall be checked regularly for their functioning and records shall be maintained. Any change shall be brought to the notice of all concerned.	DRM/SC
1.11	Form No. T/B 602 "Authority for opening communication during total interruption of communication on single line section" is not available. Same to be supplied.	DRM/SC
1.12	Perused CMS failure register. From January 25 till date of inspection, 7 times CMS failure was recorded. In one case CMS failed due to OHE block which indicates back up supply is not proper. This shall be analysed in detail and proper back up supply may be provided. CMS failed four times due to link failure and two times due to OFC cable problem. Root cause to be analysed and remedial action to be taken.	PCEE DRM/SC
1.13	Manual sign ON/OFF register was not maintained properly. Designation and HQ of the crew is not being recorded. Some of the columns were not filled and over writing /correction was also noticed. Sign ON Timing was altered for Sri G. Satish Crew ID B-7305 who had signed ON manually at 16:00 Hrs during which there was no CMS failure. Subsequently it was altered as 16:17 Hrs and reason was shown as CMS not working. This shall be investigated in detail and appropriate action to be taken against staff responsible. As the kiosk is located in SM room, it is the responsibility of the SM to ensure that the records are maintained properly.	PCEE PCOM DRM/SC
1.14	For portable BA equipment, printer was not available. Same to be provided.	DRM/SC
1.15	Perused joint inspection of points and crossings register. Following are the observations. a) Last quarter Joint Inspection was carried out on 22.04.25. As per the summary, seven deficiencies were noticed and six were attended. *Point no. 17 packing and RH/LH floating to be attended* was pending. To be expedited. b) For point no. 23 *LH tongue rail chipped off* was noticed during previous quarter Joint inspection also (i.e. 27.01.25) which was attended on 03.02.25. Same deficiency was recorded again on 24.04.25 which indicates that joint attention was not carried out properly on 03.02.25. It shall be ensured that joint attention is carried out properly. c) On sample check of the register, it was noticed that after joint attention of point no. 23, revised parameters were not recorded. It shall be ensured that revised parameters are recorded in the register after joint inspection of points and crossings without fail.	PCE PCSTE DRM/SC
1.16	Perused disconnection / reconnection memos. SM is not making an endorsement in the reconnection memo that the gear is tested and found working at the time of accepting the reconnection memo. Instead, it is being recorded separately in the register. Suitable instructions may be given to all concerned to this effect.	PCOM DRM/SC
1.17	ELD AC 110V modules were defective these needs to be replaced	DRM/SC
1.18	Last tail cables meggering was carried out on 09.07.2024. Main cable meggering was done on 15.06.2023. Proper functioning of ELDs shall be ensured for monitoring the health of the cables or main cable meggering shall be carried out annually. (SEM Para 15.5.1)	PCSTE DRM/SC
1.19	25W VHF set was provided as per RDSO/SPN/TC/107-2018 guidelines and the (Block Channel 05) was tested with adjacent station on duty station master / Aswapuram Sri Gowtham. The voice quality was slightly noisy.	DRM/SC

1.20	Daido type Block Instrument is provided between MUGR and AWM station without BPAC. Feasibility of provision of UFSBI along with BPAC may be explored.	PCSTE DRM/SC
1.21	Irregular reset tests were observed in the GL-1 and GL-2 loop line digital axle counters during monthly and quarterly inspections. Testing should be carried out strictly as per the maintenance schedule.	DRM/SC
1.22	The cable armour at the power rack was not earthed. Although the earth wire was terminated on the six-way terminal, the armour had not been brought to the terminal. Additionally, tin soldering on the cable armour of the GI stay wire was found to be missing. This needs to be properly connected to earth.	PCSTE DRM/SC
1.23	Earth resistance was measured at the Main Equi-potential Earth Busbar (MEEB) and at the power rack, yielding values of 0.6 ohms and 58 ohms respectively. It was observed that the earth value at the power rack is beyond acceptable limits and needs to be attended to immediately.	PCSTE DRM/SC
1.24	Cable termination details at the Cable Termination Rack (CTR) in the relay room, along with its labeling, were verified as per Railway Board letter No. 2021/SIG/21/Safety Performance dated 28.06.2023. It was observed that the defective DC 110V cable conductors were shifted from the power rack to the CT rack (J1-6 and J7-12). The particulars were updated in the as-made CT details; however, permanent painting is yet to be done. Clear marking of the defective cable conductors is advised for easy identification.	PCSTE DRM/SC
1.25	Non RDSO approved Fire Detection and alarm system has been provided. Division shall plan for its replacement with RDSO approved AFDAS as per latest specification.	PCSTE DRM/SC
1.26	Defective modules of the HBL make IPS were sent for repair. Even after a lapse of two months rectified modules have not been brought back. Sr DSTE may devise the mechanism to ensure time bound return of rectified module.	DRM/SC
1.27	Platform No.1: Out of the total length of 520m, a length of 120m was without coping stone towards BDCR end. The gap between the coach and platform is more. Only earth work is completed behind platform wall and surface is uneven. Left over works may be completed early.	PCE DRM/SC
1.28	For earth pits of LB no.18/SSDAC (4 No. of earth pits) details were not painted i.e. date of installation, earth resistance last checked, next due date etc. Some redundant/unused earth pits were noticed in the yard which can be removed. Earth pit of S3 was buried in the ballast and to be cleared.	DRM/SC
1.29	SSE/C&W/BDCR stated that at present only one supervisor is available and represented that one more JE/SSE is required for looking after the BDCR depot, MUGR OEM activities, 05 loading points and KTPS siding.	PCME DRM/SC
1.30	Coaching and Freight stock emergency spares like EM pads, Brake block, BP, FP hose pipes, Knuckle, lock, Cut off Angle cocks etc. were available. List to be displayed in C&W office.	DRM/SC
1.31	In OHE key register, purpose for taking the key to be written.	DRM/SC
1.32	AT & Local supply voltages in CLS Panel are checked and found within limits. Neutral to Earth Voltages (V_{NE}) is 6.49V which is on higher side (>5V). Neutral connection to be checked and loose/faulty connections, if any, to be attended.	DRM/SC
1.33	2 Nos. of Flood Light Towers are available (one at PGP end & other at CSP end). Joint Inspection was carried out by SSE/Bridges/KZJ/S and SSE/EM/BDCR and it was brought out that the towers were not essential for illumination and could be dismantled. Further, it was concluded that the foundation of tower at CSP end was slightly damaged and structure was in rusty condition. OHE block may be planned at the earliest to dismantle the towers.	PCEE DRM/SC

1.34	Covers to be provided on 63A MCBs in Pre-cooling sockets towards running room end on PF-1 to prevent rodent/rain water entry.	DRM/SC
1.35	40L water cooler is provided on PF No.1. Earth continuity is checked and found satisfactory. Rusted earth wire to be replaced	DRM/SC
1.36	AT (at km 103/7-8): LT box bottom plate was corroded and open. New box to be provided.	DRM/SC
1.37	Muffing for the portal uprights and anchor mast to be done.	DRM/SC
2	**Running Room (MUGR) :**	
2.01	Dining hall hand wash pipeline was not connected to drain and foul smell was emitting due to stagnated water. Same to be attended at the earliest.	DRM/SC
2.02	Canopy to be provided for the portico, similar to that of the one at NZB Running room.	DRM/SC
2.03	Iron mesh to be provided for the ventilators in the toilets of first floor and second floor to avoid entry of insects from the portico.	DRM/SC
2.04	Beehives are found outside of the room no. 12, currently abandoned in safety point of view, the same to be cleared duly taking all the precautions.	DRM/SC
2.05	Canopy to be provided for RO plant, gas bank & DG set area of the running room.	DRM/SC
2.06	Following items require attention in washrooms/Toilets. a) Water seepage in bath room walls. b) Toilet no.6, flush unit was not provided. c) Toilet no.4, commode was broken.	DRM/SC
2.07	Observed heavy water seepage in room no.2 (provided with attached washroom, earmarked for female running staff). Due to this, the room is not being allotted to the occupants. Same to be attended at the earliest for proper utilization of the room.	DRM/SC
2.08	Hindi newspaper was not available, same to be arranged.	DRM/SC
2.09	RO plant is not working for the past three months. To be attended at the earliest.	DRM/SC
2.10	Sofa cushion is having sag, to be attended or replaced with new one.	DRM/SC
2.11	6A Socket is provided for grinder. Further, joints are noticed in Grinder wire. At least 10A/16A socket to be provided for grinder and wire joints to be avoided.	DRM/SC
2.12	Loads on Running Room LT Panel are measured and noted as I_R: 19.40A, I_B: 9.20A, I_Y: 7.83A & I_N: 12.04A. Load balancing to be done. Proper grommets are to be provided at cable entry/exit points to prevent rodent entry.	DRM/SC
2.13	As per IS 732 (Code of Practice for Electrical Wiring Installations), suitable capacities of 30mA Residual Current Circuit Breakers (RCCB)/ Residual Current Operated Circuit Breakers (RCBOs) are to be provided in sub-circuits & for Geysers to protect against leakage currents & electrocution.	DRM/SC
2.14	The outgoing feeder to the Running Room from the substation is protected by a 100A Moulded Case Circuit Breaker (MCCB), whereas a 160A MCCB is provided as the in-comer in the Running Room Distribution Panel resulting in mismatch of protection settings. Proper Grading & protection co-ordination is to be ensured at each level.	DRM/SC
2.15	25 kVA DG set available for running room. Checked individual earth resistance of DG set Body (Earth Pits 19 & 20) and noticed as 4.71 ohms & 9.5 ohms against the permitted values of ≤5 ohms. As per Regulation 43 (xiii) of CEA Regulations-2023, the neutral point of every generator and transformer shall be earthed by connecting it to the earthing system not by less than two separate and distinct connections. However, Neutral point of the DG Set was not earthed. Same to be provided on priority.	DRM/SC

3	**LC No. 28 Engineering non interlocked LC at km. 87/9-10 :**	
3.01	This is "C" Class LC gate located at km.87/9-10 with normally closed to Road traffic with TVUs 3309 as per census conducted during 08/24. Telephone connection is with SM/PGP. It is provided with lifting barriers. Date brought into use was not indicated in GWR first page.	DRM/SC
3.02	Perused LC gate register maintained at the gate lodge. It was observed that LC gate opening and closing timings were not recorded in the gate register though the gate was opened and closed duly exchanging the PN with the SM. Counselled the on-duty gateman. This aspect shall be checked by sectional supervisors (TIs and SSE/P. Way) during their inspections. SSE/P.Way was also not conversant with the gate working rules.	PCE DRM/SC
3.03	Upon train nomination by SM / PGP, the gateman was delaying PN exchange by 2 minutes every time for a gate which is normally closed to road traffic. Moreover, it was observed from the register that Gate is opened only once or twice in a period of 24 hours with the permission of SM with 300 RVUs per day as per 2024 census. This may be investigated in detail and feasibility of converting this gate as Normally Open to Road traffic may be explored.	PCE DRM/SC
3.04	Presence of Empty Liquor bottles in the back yard of the Gate raises serious concern and warrants a closer look. Frequent surprise inspections to be carried out at this gate.	DRM/SC
3.05	Sliding booms are also provided for this gate which is not mandatory. Location of siding booms are nearer to the track w.r.t. main lifting barrier and proper colour code was not followed for the sliding boom. Provision of sliding boom is not mentioned in the GWR. Requirement of sliding booms at non interlocked LC gates may be reviewed as emergency chain arrangements will be available in case of any damage to the Booms.	PCE DRM/SC
3.06	When gate was in open condition Booms were not opening fully. The same to be attended.	DRM/SC
3.07	Speed breakers and road warning signs to be provided as per IRPWM provisions as non-standard speed breaker was noticed.	DRM/SC
3.08	Insulation arrangements provided for rodding transmission are to be reviewed and corrective action to be taken.	DRM/SC
3.09	Rail barricading to be earthed with traction rail. Measured the height of Height gauges and found as 4.60m on both sides and to be adjusted to 4.78m.	DRM/SC
4	**Steel Girder Bridge no. 94 at km.71/19 - 72/6 (PGP-GLE) :**	
4.01	Though side pathway is provided to this bridge, there is a gap in between near trolly refugee at the center of the bridge. This may be looked into.	DRM/SC
4.02	There is 75kmph PSR on this bridge due to *Bridge girder top flange bent/twisted.* Corrective action to be planned for elimination of this PSR.	PCE DRM/SC
4.03	Track structure on bridge proper is 60kg rails with 2RP. H-beam type channel sleepers are provided. 1.0M length fish plate joints with 6 bolts are provided. Fish plate joint gaps are varying from 6mm to 27mm (both LH & RH) and also some of gaps at flange is less & top is more and vice versa which require attention. Gap survey to be conducted as per Para 320 of IRPWM-2024.	PCE DRM/SC
4.04	Wooden block to be provided at the end of guard rails at the bridge approach towards MUGR end to avoid entanglement of hanging loose parts as per para 228 of IRPWM.	DRM/SC
4.05	HFL and Danger level markings to be done as per IRBM provisions as these marks were in faded condition.	DRM/SC
4.06	Bridge approach loose packing to be attended. Vegetation growth was noticed on piers and to be cleared.	DRM/SC
4.07	Center pathway fixing bolts were rusted and came out at few places. Same to be attended.	DRM/SC
4.08	S&T cable to be protected at the bridge entry as it is in exposed condition.	DRM/SC

4.09	The EC sockets at Bridge No. 94 (at Km 72/0-6 and Km 71/17-18) were checked at both ends with SSE/TPC, Sri Sanjay. When connected to the TPC, the channel was noisy. Local leads from Test room to TPC need to be improved.	DRM/SC
5	**Gajulagudem (GLE) Station :**	
5.01	On 28.04.2025 Six Quad OFC cable cut between GLE and PGP stations at 20:00 hrs and rectified at 23:10 hrs. Three trains were dealt on authorities but the trains dealt and their detention particulars were not mentioned in the failure register.	DRM/SC
5.02	As per the SIP and SWR, LC No. 1, 2, 3 & 4 are manned and non-interlocked LC gates. SM/GLE mentioned that these LC gates are in KTPS siding lines and are not manned at present. Crew are being issued with Caution order to this effect which is deviation to the SWR. Advised ADRM to take immediate action for manning these gates.	PCOM DRM/SC
5.03	PME due particulars of Pointsman Shri. A. KISHAN of GLE, DOB 06.08.1979 who attended medical examination on 21.10.2023 will be due on 20.10.2025 but next due shown as 20.10.2027, to be corrected and sent to PME with in time.	DRM/SC
5.04	In OHE key register, purpose for taking the key to be written.	DRM/SC
5.05	In 63A CLS Panel, Buzzer was not working. Multiple joints were noticed in station incoming Panel. Same to be avoided. Proper grommets are to be provided at cable entry/exit points to prevent rodent entry.	DRM/SC
5.06	Disaster management board Govt-Hospital numbers were checked found not working. i.e. 08744-254157 & 08744-254200. Correct numbers to be mentioned on DM board. It shall be ensured that all the important emergency numbers shall be checked regularly for their functioning and records shall be maintained.	DRM/SC
5.07	For Point No 18B following observations are made: a) The point machine and rods were out of square. b) The complete seating of both tongue rails was not proper. c) 18B point MS termination box: painting particulars to be updated as there is mismatch between painting particulars and actuals at site. One unused cable entry point was kept open and rat bites were observed in point wiring. Cable entry points to be sealed properly and unused entry points to be closed to avoid rodents and damaged cable to be attended.	PCSTE DRM/SC
5.08	18B crossing portion one ERC clip was broken/missing and to be attended. Few broken/cracked sleepers were noticed in the yard and to be replaced.	DRM/SC
5.09	Glued joint installation at 18BTF / 30TF is not as per standard and End post is located very near to the sleeper. (End post location shall be centrally placed between two sleepers as far as possible and in no case it should be on the sleeper) and to be attended. GJ no. also to be painted as per the standard practice. This aspect shall be checked at other Glued Joints also.	PCE PCSTE DRM/SC
5.10	S&T location box JB6 was opened and found that painting particulars were not made properly and several corrections with marker pen were noticed. To be verified and attended. Sulfation was noticed on terminals.	PCSTE DRM/SC
5.11	During interaction with SSE/P.Way/BDCR(IC) & ADEN/S/KZJ it was noticed that they were not aware about the latest RB instructions related to 'toe load measurement-recording, inspection of LWR/CWR on bridge proper, Lifting of track' etc. It shall be ensured that the Guidelines issued by HQ/RB are communicated to the field staff for necessary action.	PCE DRM/SC
5.12	Measured the ATD 'Y' value at loc: 65/16 and found 1.65 mts as against 2.16 mts. at 40°C with HTL of 526.5 mts. Same to be adjusted. ATD movement observed at 10 kg of load.	DRM/SC
5.13	Double chair arrangement is to be provided for Cantilever on platform at locations GLE/1020, 1022, 1024.	DRM/SC

<table>
<tr><td>5.14</td><td>Structure bond was embedded inside the new Muffing provided at loc: GLE/1022. Bond is to be connected to the mast from the top of the muffing.</td><td>DRM/SC</td></tr>
<tr><td>5.15</td><td>Bushes/creeper are to be removed from loc: GLE/1016, 1018</td><td>DRM/SC</td></tr>
<tr><td>6</td><td>Curve No.31 at KM 61/7-4 (GLE-BDCR) 3⁰ (degree) :</td><td></td></tr>
<tr><td>6.01</td><td>Gauge at station no.27 (transition portion) is -10mm and to be attended.
Some of sleeper spacing in transition portion need to be adjusted / corrected.</td><td>DRM/SC</td></tr>
<tr><td>6.02</td><td>Measured the implantation of OHE mast in inside curve locations:
<table>
<tr><th>Location</th><th>Implantation measured</th><th>Remarks</th></tr>
<tr><td colspan="3">Down line, 3° inside curve</td></tr>
<tr><td>61/10</td><td>3.26</td><td rowspan="3">Registered Tube (RT) projection is more, Same to be adjusted as per Cantilever design.</td></tr>
<tr><td>61/9</td><td>3.07</td></tr>
<tr><td>61/8</td><td>3.13</td></tr>
</table></td><td>DRM/SC</td></tr>
<tr><td>6.03</td><td>At km 61/14 & 61/13 OHE Structure bonds were lifted above rail level to be attended.</td><td>DRM/SC</td></tr>
<tr><td>7</td><td>Bhadrachalam Road (BDCR) Station :</td><td></td></tr>
<tr><td>7.01</td><td>During GLP check records it was noticed that a rake was loaded with invalid BPC on 04.06.25 for train no. TTGR. This shall be investigated in detail and loading rakes with invalid BPC shall be stopped.</td><td>PCOM
DRM/SC</td></tr>
<tr><td>7.02</td><td>2 Nos. of Flood Light Towers are available in BDCR Station, one at Rudrampur end & other at DKJ end. Joint Inspection was carried out by SSE/Bridges/KZJ/S and SSE/EM/BDCR and it was brought out that the towers were not essential for illumination and could be dismantled duly providing High masts. Necessary action to be taken at the earliest to dismantle the towers.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>7.03</td><td>Two Lifts are available at the station. Following items require attention.
a) Annual Safety Certificates (ASC) were not displayed. It was informed that ASCs were expired on 15.04.2025. Same to be expedited duly conducting Annual Safety & Full Load Checks.
b) Emergency contact details to be displayed.
c) Call button to be made operational & Auto Phones are to be provided to enable communication of passengers from inside the lift during emergencies.
d) Rain water accumulation was noticed near lift entrance on FOB.
e) Lift entry and exit points are to be brought under Station CCTV surveillance.
f) Access for emergency windows of lifts is currently not available. Suitable access (ladder) to be provided for rescue operations in case of failures.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>7.04</td><td>In CLS Panel, Buzzer was kept in off condition. Advised to keep the same in ON condition.</td><td>DRM/SC</td></tr>
<tr><td>7.05</td><td>High mast at station entrance is provided with only one body earth connection. Also, only one earth connection is provided for Neutral point of the DG Sets provided at Substation (100kVA) & Running Room (10kVA – Emergency Standby). 2nd earth connection should be provided on priority as per Regulation 43 of CEA Regulations-2023</td><td>PCEE
DRM/SC</td></tr>
<tr><td>8</td><td>Interlocked LC no. 17A near Bypass cabin :</td><td></td></tr>
<tr><td>8.01</td><td>One S&T cable was in exposed condition near gate lodge and to be protected properly.</td><td>DRM/SC</td></tr>
<tr><td>8.02</td><td>Measurements were taken when the gate was closed to road traffic. The vertical clearance between the road surface and A-boom was 1.1 to 1.13 meters and for the B-boom, it was 0.93 to 1.08 meters. Clearance between the road surface and boom should be within a range of 0.8 to 1.0 m. The same to be attended.</td><td>DRM/SC</td></tr>
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8.03	The A-boom meeting post was not visible, as half of it was covered in made-up soil bank and to be cleared.	DRM/SC
8.04	The earth installation was poor at this LC and the RDSO/SPN:197 Ver. 01 specifications were not followed. EOLB pedestal and meeting post earthing were not done properly. This needs to be attended.	PCSTE DRM/SC
8.05	This LC is at lower level compared to the approach road and requires track lifting to make it even. The rain water is flowing directly on to the railway track resulting in waterlogging near the level crossing Cross drain arrangement is to be made properly to avoid ballast slippage and water logging in this area during rainy season.	PCE DRM/SC
8.06	Flange-way was covered with muck. The same to be cleared. As per GWR, road width is 7.00m and length of check rails is 9.00m but at the site the road width is 6.20m and length of check rail is 7.65m only. Standards to be maintained as per Annexure-9/1 of IRPWM-2024.	DRM/SC
9	**Bhadrachalam Road (BDCR) Bypass cabin :**	
9.01	The LC gate 17A at Km.52/7-8 is a B1 class gate as per SWR and on the VDU at Bye pass cabin it is shown as 'C' class gate. Same to be corrected.	DRM/SC
9.02	Point No. 13 A: The following observations were made: a) During testing this Point failed for 5 mm obstruction test to Normal and was attended at site. b) The locking assembly was loosely fitted. c) Split pins were missing, and both LH and RH rails were not fully seated on the chair plates and a gap of 3 to 4mm is noticed between tongue rail and slide chair at few locations. d) An M.S. flat tie bar (RDSO T-9650) was provided on the non-point machine end at sleepers 3 and 4. e) SSD connecting rods were not in square. All these deficiencies to be attended immediately.	PCE PCSTE DRM/SC
9.03	Though Adjacent block station name "KOYAGUDEM" is changed as SARVARAM Jn. this was not updated in 25kv AC traction working rule diagram and on operating panel. This is to be corrected.	DRM/SC
9.04	Cross drain near By-pass Cabin (at km no. 52/9) is damaged which requires attention. Wooden blocks are placed on damaged cross drain walls as support and sleeper spacing got disturbed. The same to be attended.	DRM/SC
9.05	Maintenance Tool VDU does not display the entire yard layout, as half of the VDU is not working. This needs to be replaced immediately.	DRM/SC
9.06	Cable termination details at Cable Termination Rack-1 (CTR-1) in the relay room, along with its labelling, were verified. It was observed that the defective particulars were updated in the as-made CT details; however, permanent painting is yet to be completed. Clear marking of the defective cable conductors is advised for easy identification.	DRM/SC
9.07	BDCR TSS: Arching horns of HV & LV bushings of power transformers TR-86 & TR-87 were not properly aligned. Same to be attended to align properly.	DRM/SC
10	**Crew Lobby (BDCR) :**	
10.01	Scale check of crew: S. No | Category | Sanctioned | Actual | Vacancy 1 | LP/M/Exp. | 02 | 02 | ---- 2 | LP/Pass. | 02 | 02 | ---- 3 | LP/Goods | 108 | 85 | 23 4 | LP(Shunting) | 16 | 02 | 14 5 | ALP | 109 | 84 | 25 There are 62 net vacancies of LPG, LP(S) & ALPs. Position may be reviewed & vacancies may be filled up at the earliest.	PCOM PCEE DRM/SC

<table>
<tr><td>10.02</td><td>Perused CMS failure register. In 2025 so far 3 times CMS failure had taken place ranging from 30 min to 3 hours. In which one failure was on account of electrical cable cut at station building due to JCB working. Failures may be analyzed and corrective action may be taken.</td><td>DRM/SC</td></tr>
<tr><td>10.03</td><td>Mobile phone usage register was checked and it was noticed that reason written was to contact TLC / Lobby etc. but the reason for contacting the TLC/Lobby etc. was not recorded. In one case phone was used for 20 minutes to contact DKJ lobby (On 03.06.25, Sri Bala Saikumar ALP mobile number 9346900377 from 10:00 to 10:20 hrs). This shall be investigated in detail and regular checks to be conducted on mobile usage by the crew and record to be maintained.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.04</td><td>For SOB no. 19/2025 issued on 08.05.25 still some of the LP/ALPs have not acknowledged. It shall be ensured that acknowledgement is obtained from all LPs/ALPs.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.05</td><td>Crew working more than 12 hrs. for the months of Mar'25, April'25 & May'25 is 30.92%, 33.05% & 29.77% respectively. Crew may be posted at BDCR or DKJ crew to be given LR in BDCR section to work trains during peak loading period for avoiding over hours. Cases of crew over working hours shall be monitored regularly and shall be brought down to the barest minimum duly coordinating with operating department.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.06</td><td>Loco Inspectors counselling room is very congested. Division may relocate at suitable place.</td><td>DRM/SC</td></tr>
<tr><td>10.07</td><td>Turnaround of LPG:
<table>
<tr><th>Month</th><th><48 hrs.</th><th>48-60 hrs.</th><th>60-72 hrs.</th><th>>72 hrs.</th></tr>
<tr><td>Mar'25</td><td>75.8</td><td>14.3</td><td>7.9</td><td>2.0</td></tr>
<tr><td>Apr'25</td><td>70.9</td><td>17.2</td><td>10.3</td><td>1.6</td></tr>
<tr><td>May'25</td><td>71.9</td><td>17.6</td><td>8.3</td><td>2.2</td></tr>
</table>
Turnaround of LPG should not be more than 72 hours. Crew working more than 48 hrs should be monitored and to be ensure that they are brought back / return to their HQ within 60 hrs.</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.08</td><td>LPG working above 125 hrs. in a fortnight for 3 fortnights are as under.
<table>
<tr><th>Month</th><th>No. of LPG</th></tr>
<tr><td>20.04.25 to 03.05.25</td><td>18</td></tr>
<tr><td>04.05.25 to 17.05.25</td><td>25</td></tr>
<tr><td>18.05.25 to 31.05.25</td><td>8</td></tr>
</table>
As per Railway board letter No. E(LL)/2016/HPC/7, dt. 13.10.2016 "subject to exigencies of service, a maximum limit of 125 duty hrs per fortnight should be laid down for all running staff"</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.09</td><td>Continuous 5 nights working of LP/ALP for last 3 months are as under.
<table>
<tr><th>Month</th><th>ALP</th><th>LP</th></tr>
<tr><td>Mar'25</td><td>26</td><td>20</td></tr>
<tr><td>Apr'25</td><td>25</td><td>15</td></tr>
<tr><td>May'25</td><td>18</td><td>24</td></tr>
</table>
As per Railway board letter No. E (LL)/2016/HPC/7, dt. 13.10.2016 "Continuous night duty for running staff should be limited to 4 nights with fourth night towards headquarters"</td><td>PCEE
DRM/SC</td></tr>
<tr><td>10.10</td><td>Average PDD for the last three months i.e. March- April & May 2025 is as 52min., 50 min. and 54 min. respectively against 30 min. (Ref: PCOM letter no.E.223/optg/Loco dated 23.3.2022). PDD shall be kept under control by proper train ordering in close coordination with operating wing.</td><td>DRM/SC</td></tr>
<tr><td>10.11</td><td>Average PR of LPs & ALPs for the months of March, April & May 2025 is as follows. i.e. 4.14 & 3.95, 3.98 & 4.04 and 3.98 & 3.96 against 4.</td><td>DRM/SC</td></tr>
</table>

10.12	Signal repeating (trickle charging of signal) by crew display is provided near booking staff, same to be shifted to counselling room and to be integrated with RS valve.	DRM/SC
11	**Running Room (BDCR) :**	
11.01	Toilets and bathrooms floor is sinking and walls are having heavy seepage. Construction of new toilets and bathrooms to be expedited.	DRM/SC
11.02	Cooking stove is having oil and dust stain marks. Same to be cleaned properly.	DRM/SC
11.03	Suitable capacities of 30mA Residual Current Circuit Breakers (RCCB)/ Residual Current Operated Circuit Breakers (RCBOs) are to be provided in sub-circuits & for Geysers of Running Room to protect against leakage currents & electrocution.	DRM/SC
11.04	Room No. 1 is having two doors and one door is not having *auto door closer* and to be provided. Feasibility of provision of dedicated rooms for female crew may be explored.	DRM/SC
12	**SSE/P.Way/BDCR (IC) Office :**	
12.01	*Section Register:* *a)* Last entry in section register by ADEN/DKJ was on 02.05.2023. Compliance to Para No.656 of IRPWM to be ensured by SSE/P.Way and to be scrutinised by sectional ADEN every year. b) Details of SWR track, permanent speed restrictions etc. are to be mentioned in section register. Details of Gap survey in SWR track also to mentioned / updated regularly. PCE may reiterate the above instructions to all divisions as most of the SSEs are not updating the section register regularly.	PCE DRM/SC
12.02	Codes & Manuals with updated correction slips to be provided. Engineering Standing Orders, HQ circulars (PCE/CTE letters especially regarding track related) are not available. (The availability of the manuals / Standing Orders - Engineering Dept. / Circulars as per Annexure-14/4 to be ensured)	DRM/SC
12.03	In the Register for 'Measurement of track parameters of loop lines and yard lines' 'Date of Inspection, PRL/NPRL/X-over' was not mentioned at prescribed columns. ADEN/DKJ has not counter signed as per ACS 3/Table-1B of IRPWM-2024.	DRM/SC
12.04	SSE/P.Way/BDCR(IC) mentioned that in MUGR-BDCR section, 38 nos. of broken sleepers at isolated locations and 90 nos. of broken/cracked sleepers in Points & Crossing portion are identified. The same to be replaced at the earliest to maintain standard track geometry. Similarly, welding of avoidable joints to be expedited (60kg-70Nos, 52kg-13 Nos)	PCE DRM/SC
12.05	*SSE/P.Way/BDCR(IC)Store Depot:* a) Shelf-life expired Abrasive discs (Mfg-August'22, expired-August'24) 6 Nos and Shelf expired electrodes of 3 boxes (each contain-90 pieces) (Mfg-02.04.2010, use before-24months) are to be disposed-off. b) All the track gauges should be calibrated regularly.	PCE DRM/SC
13	**C&W Depot (BDCR) :**	
13.01	One pickup van (Multi Utility Van) to be proposed through hiring at BDCR, as the depot is attending en-route failures regularly and also for transporting materials. Proposals to be sent immediately to HQrs.	PCME DRM/SC
13.02	Corridor roof of Service Building of SSE/C&W office was in damaged condition and needs to be repaired. New Service Building to be proposed as per requirement.	PCME DRM/SC
13.03	SSE/C&W/BDCR requested that one more spare power-pack for RMARV (Road Mobile Accident Relief Van) to attend the Break Down works in case the working power pack fails. Same may processed.	PCME DRM/SC

13.04	RMARV was received on 20.08.2019 with Regn. No.MH44U0919 which was registered in Maharashtra state. It may be processed for registration in Telangana state.	PCME DRM/SC
13.05	It was observed that nonstandard wooden packings are being used. Wooden packings to be procured as per the standard sizes.	PCME DRM/SC
13.06	It was observed that 02 wagons (SECR BOXNS 24141823632 and SCR BOXN 10079724370) are available in sick line from last 09 months due to partial residual Coal available. The content should be immediately unloaded by Commercial department and move the wagon from the depot.	PCCM DRM/SC
13.07	One NMG rake is stabled in Pit line for the past 04 months. Movement of this rake may be planned.	PCOM DRM/SC
14	**Other Observations :**	
14.01	Released rails were lying along the track at several locations in the section. (Eg. km 95/2, 93/3F, PGP yard, 81/5,80/14, km 72/7, km 59/20). To be trucked out and secured properly to avoid any untoward incident.	DRM/SC
14.02	Km. 90/1-2 : LC gate is closed and barricading is also done but height gauge is available. Same to be removed.	DRM/SC
14.03	Unused/redundant OHE masts to be dismantled/removed in the section (Eg Between AWM-MUGR and at km 88).	DRM/SC
14.04	Tree trimming is to be done at Km. 88 km in GLE yard.	DRM/SC
14.05	Riding is to be improved at the following locations: AWM- SEJ location (SC end); km 94/10-SEJ location; some portion of km 91, km 78/12-10, km 77/10 Bridge portion	DRM/SC
14.06	ROB at Km.62/4-5 – The railing wall of the ROB and concrete wall at the approach to be repaired. TRD safety fencing is to be replaced.	DRM/SC
14.07	Km 61/4: Ballast is slipping into side drain. To be attended	DRM/SC
14.08	Creepers/bushes around the OHE mast at Km. 61 km is to be removed.	DRM/SC
14.09	In general, side drains were covered with muck and vegetation and requires attention before monsoon (Eg. PGP-GLE and GLE-BDCR sections)	DRM/SC
14.10	Rails were unloaded in the section between GLE-BDCR for track works. Track works to be expedited. (km 60 and 59)	DRM/SC
14.11	Entire section OHE mast number plates/stencilling, Implantation distance etc., are in faded condition and to be attended.	DRM/SC
14.12	All rusted bonds to be painted and de-shaped bonds to be dressed properly/replaced.	DRM/SC
14.13	During interaction, DEN mentioned shortage of 1 in 12, 60 kg CMS crossings and Bridge approach sleepers. This may be looked into and adequate supply of spare material for track maintenance to be ensured.	PCE DRM/SC
14.14	The following monsoon precaution works may be completed early: a) Cutting of tree and tree branches as per Category A, B, & C identified in joint survey with Electrical TRD. b) All the pucca drains in vertical cutting should be cleaned c) Saucer drains to be provided in vertical cuttings where drains are not provided. The outlets of the drains should be made in bell mouthed shape to ensure free and early exit of water. d) All the bridges HFL should be painted immediately so as to have an idea of water level during patrolling. e) Water way of all the bridges may be cleared to avoid clogging of stream f) Past history location of flooding may be informed to all the gangs in their jurisdiction and patrolling may be planned according to Blue Book g) Supervisors should do frequent foot plate inspections during rains.	PCE DRM/SC

15	**Staff Interactive session (BDCR) :**	
15.01	An Interactive session was conducted at Bhadrachalam Road (BDCR) station with all the available field staff consisting of supervisors and staff of Engineering, S&T, operating and Electrical including TrD in which approximately 41 were attended. Recent cases of unusual incidents/Accidents and lessons to be learnt were discussed. In addition, the following items were discussed. a. SPAD prevention measures to be strictly adhered to by all LPs/ALPs duly ensuring that proper rest is availed, to be vigilant and to call out aspects of the signals clearly, loudly & distinctly with hand gestures and to be extra vigilant while passing signals at caution (Yellow) aspect so as to be prepared to stop the train at the foot of the next stop signal. b. Supervisors of Operating, Loco shall carryout surprise checks on the shunting practices followed by the field staff to identify any unsafe practices and to take corrective action. c. To ensure proper work site protection measures while carrying out the works in the vicinity of running lines and platforms. d. To ensure the availability of personal protective equipment to all the field staff as per the stipulations. e. Field staff to take care of their personal safety and to be more vigilant while patrolling, working on track / near track and not to use cell phone / Ear phones while working. f. S&T staff to issue proper disconnection while attending signal failures. g. SMs to go through the SWR thoroughly and to follow proper procedures and prescribed protocols for dealing the trains during signal failures. h. At non-interlocked gates, Gateman to exchange PN only after closing the gate and to place banner flag / red lamp across the track before opening the gate. i. Sectional supervisors to check the knowledge of the field staff in their functional areas and to arrange local training sessions wherever required to ensure availability of proper tools and equipment. j. Sectional TIs to carry out more number of surprise inspections to check the knowledge of the SMs in dealing the trains during signal failure/ abnormal conditions and also to ensure that SWR matches with the site conditions. k. Special monitoring of newly recruited staff during their working by the respective supervisors and to counsel them in case of any shortcomings noticed in their working. l. TrD staff to ensure the re-installation of RE bonds with proper profiling after completion of joint works. m. SMs / PMs / Gatemen to be vigilant while exchanging alright signals for identification of abnormalities like, hot axle, flat tyre, wagon door opening cases, brake binding, hanging tarpaulins, hanging parts etc. and to take appropriate action. n. Not to consume / under influence of alcohol while on duty. o. To rely only on – line side signals / Hand signals / written authorities issued. Communication through walkie-Talkie can only acts as an additional aid for information and cannot substitute for signals. p. LPs / ALPs & TMRs to report any abnormalities noticed through CMS at the time of signing "OFF" without fail. q. To exchange 'All right Signals' with crew and en-route staff at stations with due diligence without fail and to act promptly in case of any abnormalities.	DRM/SC

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	r. To ensure availability of adequate spares for maintenance and to maintain the gears as per the schedules as per the maintenance manuals to ensure safe working of trains. s. Not to keep the released materials near track which may be prone to unusual incidents/miscreant activities. t. To identify the trespass locations and to take preventive measures like barricading etc. for preventing derailments due to vehicle trespass/cattle runover. u. Man of the month award at GM level for the staff who have acted promptly during their working in prevention of unusual. Division may organize similar counselling sessions for spreading the safety awareness among the field staff.	DRM/SC
15.02	During staff interaction following issues were raised by the staff. Mech(C&W): Non supply of safety shoes and leakage of quarters. S&T: Shortage of staff. Running staff: Non availability of RO water in crew lobby. Necessary action may be taken on the above issues.	PCME PCSTE DRM/SC

No. Safety.195/2025/SA-3/SC Div./MUGR-BDCR. Date : 14.07.2025.

(K. Venkatramana Reddy)
Principal Chief Safety Officer

Copy to:
Secretary to GM – for kind information to GM.
PCE, PCOM, PCCM, PCME, PCSTE & PCEE – for information.
DRM / SC – for necessary action.
Sr. DSO / SC – for information and follow up action.